

The Sydney Morning Herald.

NO. 7346.—VOL. XLIV.

MONDAY, DECEMBER 23, 1861.

PRICE THREEPENCE.

BIRTHS.

On the 13th instant, at Queensland, Warwick, Mrs. George Henry, of a daughter.

On the 23rd December, at West Macquarie, the wife of Mr. Alexander Gray, of the Commercial Bank, of a son.

MARRIAGES.

On the 23rd November, 1861, by the Rev. A. Stephens, of St. Paul's Church, the late Mrs. John, of Port Phillip, and Miss Mary Ann Robinson, of Queensland, were united in Holy Matrimony.

On the 18th instant, at Eden, Twofold Bay, the Rev. Colin R. Greg, Archdeacon of Sydney, third son of Mr. Alexander Davidson, of Kaituma, and Miss Alice Lane, only daughter of the late Captain Nicholas Lane, of Hinton, Hunter River, and step-daughter of James Russell, Esq., Harbour Master, Twofold Bay.

On the 20th December, at Paddington, by special license, by the Rev. James Milne, John, eldest son of Mr. James Milne, of Glasgow, and Miss Mary Ann Robinson, of Queensland, were united in Holy Matrimony.

On the 20th December, at Eden, Twofold Bay, the Rev. Colin R. Greg, Archdeacon of Sydney, third son of Mr. Alexander Davidson, of Kaituma, and Miss Alice Lane, only daughter of the late Captain Nicholas Lane, of Hinton, Hunter River, and step-daughter of James Russell, Esq., Harbour Master, Twofold Bay.

DEATHS.

On the 13th instant, at his residence, Alma Road, St. Kilda, Melbourne, the Rev. Richard Fether, Congregational minister, formerly of Eden-street, Chapel, Manchester, in the 42nd year of his age.

On the 20th December, at the residence of her son, Mr. William Fowler, senior, of Bourke-street, Sydney, Mrs. Hannah Fowler, widow of the late Mr. Fowler, in the 80th year of her age.

On the 20th December, at her residence, St. Leonard's, North shore, Mrs. Martha (aged 34), the beloved wife of John Robinson, master of the ship "The Star," in the 34th year of her age.

On the 20th instant, at the residence of his grandmother, Kent-street, James, the only child of Charlotte and James Smith, aged three years.

On the 21st instant, Charles Henry, infant son of C. H. Birtle, of Newbury Hill, in the 10th month of his age.

On the 21st instant, at her parents' residence, Adelaide-street, Balmoral, Frances Catherine, the beloved daughter of John and Mary Watt, aged 2 years and 2 months.

SHIP ADVERTISEMENTS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.—The rate of passage money for first-class passengers between Sydney and Melbourne, by steamships of this Company, will be future be eight pounds sterling.

HENRY MOORE, agent.
Moore's Wharf, 17th December.

STEAM TO LIVERPOOL.—The GREAT BRITAIN, a steamship, 5000 tons, 500 horse-power, JOHN BRAY, Esq., commander, expected to arrive at Melbourne early this month, will be despatched for Liverpool about 23rd January.

Passengers desirous of proceeding to Europe by her can engage cabins, &c., on application to BRIGHT, BROTHERS, and CO., Melbourne, or THACKER, DANIEL, and CO., O'Connell-street.

THE AUSTRALIAN STEAM NAVIGATION COMPANY'S STEAMSHIP CO.—The clipper ship "The Australia," 3000 tons, 300 horse-power, JOHN BRAY, Esq., commander, expected to arrive at Melbourne early this month, will be despatched for Liverpool about 23rd January.

Passengers desirous of proceeding to Europe by her can engage cabins, &c., on application to BRIGHT, BROTHERS, and CO., Melbourne, or THACKER, DANIEL, and CO., O'Connell-street.

CLARENCE TOWN DIRECT.—Steamer, THURSDAY EVENING, 10th.

BRISBANE DIRECT.—This AFTERNOON, MONDAY, at 6.

MARYBOROUGH, via NEWCASTLE.—WARATAH, TUESDAY, 31st December, 10 p.m.

ROCKHAMPTON DIRECT.—BOOMERANG, FRIDAY AFTERNOON, at 6.

FROM BRISBANE.—IPSWICH.—The BRISBANE and the IPSWICH daily.

FROM BRISBANE TO MARYBOROUGH, GLADSTONE, and ROCKHAMPTON.—CLARENCE, TUESDAY, 24th December, 10th January.

A. S. N. Co.'s Wharf, Sydney-street.

EXCURSION TICKETS DURING THE CHRISTMAS HOLIDAYS.

RETURN TICKETS.

SYDNEY AND MELBOURNE.

2nd Class.

SYDNEY AND BRISBANE.

2nd Class.

SYDNEY AND MELBOURNE.

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SHIP ADVERTISEMENTS.

PARMATTI STEAMERS.—The *Swift* and *Favorite* leave Sydney for Melbourne on WEDNESDAY, 27th inst., at 7 a.m. and 11 a.m. and 3 p.m.

From Melbourne, at 7 a.m. and 11 a.m. and 3 p.m.

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PERSONS ADVERTISED FOR.

ALFRED FEMBERG.—A letter from Home for you with Mr. Hawkins.

EDWARD JESSE.—If this person, who resided in Sydney, 1844, was again in that city in 1853, with his brother, Dr. THOMAS JESSE, now deceased, and who is supposed to have been in the "Turon Digging," with communications with Messrs. MOIT and CO., Pitt-street, Sydney, or Mr. RICHARD BURROUGHS, 33 Old Bond-street, Sydney, London, he will hear of something to his advantage. Should Mr. Edward Jesse be dead, any authentic information respecting his decease will be thankfully received, and all necessary expenses paid for the same, by either of the above addresses.

GIUSEPPE ROSSETTI.—An Italian, his friends had heard of him dead from John's Bay, near Sydney, about April, 1860. Information about the said G. R. will be thankfully received at the Italian Consulate, 35, New Pitt-street.

GIUSEPPE ROSSETTI.—Vostro padre desidera ricevere vostro nome. Presentatevi al Consolato d'Italia, 35, New Pitt-street.

MR. NIGHTINGALE. collector, late of Sussex-street, Newtown, would call on the undersigned and square accounts. He would feel much obliged.

EDWARD MOFFATT, Cook's River.

MR. J. R. ROBERTSON. formerly of Geelong, in R. will be called on by Frederick J. Robertson.

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[BY ELIZABETH STODOLSKA.]

MILWAUKEE.
Advocate.
 December 21.—City of Sydney (A), from Sydney, Newmarket, from New York; Presumably, True Briton, Charles, from London.
 December 22.—Alpha, (at Otago); Fever, for Warrambool.

DISPARTERS.

WINDS AND WEATHER.
 December 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.
 Temnoora, calm, dull.
 Newmarket, calm, cloudy.
 Newmarket, S.W. W. fine, clear.
 Goulburn, W. fine.
 Braidford, calm, fine, clear.
 Yass, W. strong, fine, clear.
 Gungahlin, N. fine.
 Wages, W. W. light, fine, clear.
 Foully, S.W. fine, clear.
 Albury, N.W. fine, clear.
 Dennington, N.E. very fine.

STATE OF THE LINES.
 Intercolonial, communication perfect.
 Northern " " "
 Adelaide " " "
 Western " " "
 Railway " " "
 South Head " " "
 Adelaide " " "

NEWCASTLE.

December 20.—**DEPARTURE.**
 Number 20.—Ramos, Hamburg barque, 400 tons, for Shanghai, with 350 tons coal.

December 21.—**COASTERS INWARDS.**
 Number 21.—Notion, Lavina, Pacific, Zonia, Nancy, Catharine Agnes, Gratton, Lydia, Atlantic, Little Pet, and Guiding Star, all from Sydney.

BRISBANE.
DEPARTURE.
 December 14.—Vigor, for Sydney: cargo, 156 bags wool, 204 casks tallow.

MELBOURNE.
ARRIVALS.
December 14.—Northam, P and O S., from Point de Galle; Jaman's Bride, from Hongkong.
December 15.—Brilliant, Galle, from Otago.
December 17.—Rangitira (s), from Sydney; Aikings (s), from same.
December 18.—Kullermond, Triton, Malador, Glarendon, from Newcastle.
DEPARTURES.
December 15.—Carl, Natal, Douglas, Martha, Boomerang, for Newcastle; Helen M'Ken's, Genoa, for Otago.
December 16.—Headstrong, for Otago.
December 17.—Ara, for Otago.
December 18.—Jae, for Otago; Parramona, for Guah.
WRECKS IN GUICHEN BAY.

TOTAL LOSS OF THE SHIPS ALMA AND LIVINGSTONE.
The following telegram has been kindly forwarded to us for publication by the Chief Harbour Master:—
“The ship Alma was driven on shore on Sunday last in rough weather, and was broken up during the night. Yesterday the ship Livingstone (the Alma's cargo of wool valued at £10,000) was driven on shore in the same place, and is now being landed in the sand. It is thought that the cargo of this vessel will be saved.”—Argus, 18th instant.

The A.S.N. Co.'s s.s. Wonga Wonga, having completed her repairs, was launched from the Government Patent Slip (J. D. Holland) yesterday forenoon. She shortly afterwards got up steam and proceeded on her voyage.

of testing the new propeller, which appeared to act admirably. She then steamed to her berth alongside the Hobson Railway Pier. — *Argus*, 10th instant.

THE American ship Sweepstakes, which has been fitted up for the conveyance of stock to Queensland, on a most approved principle, received her complement of 5000 sheep yesterday, and will leave this day for her destination. — *Argus*, 19th instant.

GIFFS LARK.—SWAMPING OF THE PILOT BOAT.—On Saturday morning last, the 7th instant, the barque Glencoe arrived off the coast. About two o'clock she was boarded by Mr. Phillips, the pilot, and his two men; they immediately proceeded in aiding the pilot boat, to weigh anchor, and get the ship underway: meantime

[illegible][illegible]

at Orago, of the Kumbia consist of :—bailey wool, 20 bags, 1
100 bales.
The cargo of the Illawarra consists of :—bailey wool, 90
maior, 8000 sheeps, 30 lambs, 2 packages of baleen, 25 pigs, and
the EXPRESS OF THE SNAKE—As the Kangaroo (c) passed
through Port Phillip Heads on the afternoon of the 19th, the
of the sea was so violent, owing to the water being so
were over the side, she had been taken down the day
and had anchored during the night of the 16th instant,
of the vessel burnt away, and the crew were rescued by
sheepskins, 5 bailes tallow, 700 cases of butter, 3211 bags
of wool, 1000 sheep, 30 lambs, 2 packages of baleen, 25 pigs,
cases oil, 10 bailes sugar, 35 bailes woolens, 2453 bags and 83
South Australian copper ore, 1704 pieces copper, 52 packages
of tinplate, 30 boxes containing 1000 lbs of gold.

COPPER ORE OF SYDNEY.
(IMPORTS.—DECEMBER 31.)

E1185 Oil stowage, 54 packages	L-9
Staindily, 8 cases	20
Sugar, 5 bailes	30
Stationery, 3 cases	10
Tallow, 15 casks	30
Woolens, 1 bale	10
Wool, 67 bales	1500

SYDNEY HEADS.				
	TIME.	WIND.	SEA.	
Dec. 21.	5.50 a.m. Fresh.	N.E.	Fresh, and clear.	
	3 p.m.	N.E.	Ditto, and ditto.	
Dec. 22.	5.30 a.m.	N.E.	Light, and clear.	
	N.W.	Fresh, and ditto.		
	3 p.m.	N.E.	Strong, and hazy.	

DIARY.					
MEMORANDA TO THE NEXT PUBLICATION.					
1861.	WIND.	SEA.	HIGH WATER.		
December.	Rise.	Set.	Morn.	After	
MONDAY	4	5	7	8	0 27

MOON.—Last quarter, 25th instant 7h. 56m. a.m.

The Sydney Morning Herald.

MONDAY, DECEMBER 26, 1861.

His correspondent of the *Times* at Melbourne a well-known politician who, in various parts of the world, has sustained the liberal cause—was not likely to impart any impressions to the least journal unfavourable to that cause, unless involuntary apprehension had damped the

dour of his hopes. The news which reaches
 England of the rapid increase of the Victoria
 —the distraction of its Government—the
 contests of its parties—the violence done
 constitutional forms—the suppression of
 laws by decrees, and the not unfrequent inter-
 ference of physical demonstration—has given
 the moderate politician in England a
 stronger distaste to radical principles; or,
 all events, furnishes obvious argu-
 ments against permitting their further ex-

Two parties are clearly defined—those who are disposed to accept a description of Australian institutions which would offer them the warning of the world, and those who reject them out as an example of the errors of the popular reforms would give to the masses of the people. The prevailing feeling of England, however, as must be the case where there are old institutions and an enormous and widely diffused property, is in favour of moderation and caution. There are perhaps not many men who possess the slightest probability of controlling the State, who would not consider any alteration in the fundamental principles of the British Government the greatest calamity to the nation as well as to the world. They watch, with malignant jealousy but nevertheless

with earnest enquiry, the operation of principles which are so strongly advocated by certain

But in another respect the route is not a favourable one for an experiment, for the simple reason that the test is not severe enough. The track, in the horse power system lies in the fall of the land, the horses at steep inclines, and the necessity for increasing their number. But on the Windsor line there will be nothing so stiff as there is in the Pitt-street 'tramway', and the cost of maintaining heavy loads of horses, which would be necessary on a more undulating line of route, will not be incurred.

Whether the tramway to Windsor will pay, and whether it will prove to have been a judicious work, will depend entirely on the degree of patronage it receives from the Hawkesbury settlers. It has been indisputably proved that where there is work enough to employ a steam engine it is cheaper to use iron than horseflesh. The amount of the Windsor traffic is at present a doubtful item in the calculation. If it falls as short of the estimate as the traffic on the main line, then the horses may easily dispose of it all, if it reaches the standard assumed by the enthusiastic admirers of the district, then horses will break down under the work, and it will be necessary at once to call in the aid of the steam engine.

As the experiment is to be tried at a cost of sixty thousand pounds to posterity let us hope that it will be fairly tried, and that no foregone conclusions will lead to the proposed contrivance of a failure. In one respect, it is a misfortune that the work should have to be carried out by the railway department instead of under the superintendence of some one enthusiastically in favour of the system, and who would be devoted to trying to prove it a success. As it is, the work must be executed under the superintendence of an engineer who disbelieves in its wisdom, and who would confute himself if he should happen to achieve a success. Under such circumstances it would not be difficult for a prophet of evil to realise his own predictions. Mr. ARNOLD, however, is still Secretary for Works, and, unless cured of his enthusiasm for horse-power railroads by the scientific arguments of his engineer, the cold shivers given to him by his colleagues, and the blundering of parliament to vote the money for his project, will probably be likely to see fair." It certainly is not worth while to carry out the capital at all unless it is done under circumstances calculated to give it every reasonable chance of success. It will be necessary to have a fresh class of passenger carriages for the special use of the line, for if horses are joined to the present heavy railway carriages they would soon knock up. If the trial is a fair one, the money spent upon it will not be wasted, for the public mind will be satisfied and a partial illustration will be afforded of the powers and the shortcomings of horse railroads.

Horse railways will probably be found to have their sphere of utility, though what are the limits of that sphere remains to be determined. The Pitt-street tramway, however, must not be accepted as a sample, either of the cost or of the convenience of such works. Some error have been made in the construction of the work, which are not to be chargeable on the system. Mr. TRAIN has made himself very conspicuous in introducing into England the idea of street railways, but civil engineers have not failed to point out defects in his particular plan. In ordering Mr. TRAIN's rails for Pitt-street, it either was not known or it was overlooked that the flanges of the wheels of his carriages were very shallow, and that his rails, which were adapted to such wheels, were not fitted for the passage of ordinary goods-trucks. But it is not the object of this street tramway to be the transit of goods from the Kedderminster to Circular Quay, it was necessary that deep-flanged wheels should be able to run on it. And to admit of this the rail was turned inside out. The object was thus accomplished, but the surface of the street was spoiled. For the depression of the roadway inside the rails is so considerable that the wheels of some of the vehicles get completely trapped, and run up the kerb, and are liable to be

It will probably be necessary to continue this all down the street, or there will certainly be well founded complaints as to the continuance of the experiment.

Where the horse railroad has a road to itself, and does not trespass on the public highway, of course these objections do not apply. No expense need be incurred then in accommodating other vehicles. But where the common road is availed of, other forms of rail will have to be adopted. A great variety of forms has already been proposed. In Paris a grooved rail is used, the flange of the wheel running in the groove, so that there is no depression of the road between the rails. This plan has been

A great deal of course depends upon whether or not it is desired to run ordinary railroad trucks on these lines. If it is, then the groove must be deep enough to admit the flanges of the railway carriage wheels. If not, then a shallower groove, and one less likely to be choked, is found to suffice, and wheels with shallower flanges are found able to pass from end to end of the rails without much difficulty.

The managers of the projected Rotary railway will have to determine whether they intend to use the common road, and if they do then they will have to adopt a form of rail different from that in Pitt-street, or else be entirely disconnected from the general railway, so far as the promiscuous use of carriages is concerned.

DISTRIBUTION OF PRIZES.—This afternoon at three o'clock, the prizes will be delivered to the children of the Rotarian community, at the Fort-street School. His Excellency the Governor and Lady Young have signified their intention of being present.

DEATH OF A PRISONER ON COCKATOO ISLAND.—A lengthy investigation was conducted by the city coroner and a respectable jury from Balmain, on Saturday last, on Cockatoo Island, touching the death of a prisoner named James Coles, who was found dead in

one of the dormitories on Las Vegas Island. It appeared that the men were sleeping in the room fumigated with bromistone on Thursday last for the purpose of destroying the vermin with which it was unfortunately swarmed; and at two o'clock the doors were opened for the egress of the bromistone fumes. The men were sitting in the evening; the prisoners were locked up for the night, but two of them who were suffering from diseased lungs requested to be allowed to sleep in another dormitory—the dormitory which had been fumigated with bromistone. One of the bedding left in during the fumigation. The request of the men was complied with. The deceased unfortunately did not so apply, and the result of sleeping in the ward proved fatal to him. The smell of the heart, and the smell of the heart, and it would appear that the smell of the bromistone brought on palpitation of the heart, which terminated fatally for him. He was heard to groan heavily in the night, and in the morning he was found dead. The deceased died from disease of the heart, accelerated by the smell of bromistone.

THE MONTHLY PARADE OF RIFLES.
Saturday last the usual monthly parade of the battalions of rifles took place in the Outer Domain. The muster was not a very good one, but doubtless no doubt, to the closing of the English season. The various companies marched on to the parade about half-past three o'clock, but it was fully an hour before the evolutions beyond the usual preliminary of forming line, were in an open column and gone through, which to the volunteers appeared a tedious interval. The movements on this occasion are confined exclusively to light infantry tactics. The companies were successively

men out to skirmish, in which position they formed rallying squares, supports and reserve completing the echelon of the evolutions were fairly gone through. I wanted vivacity, particularly in the formation of the rallying squares, which should always be as readily as possible. It is evident the Rifles are becoming better to understand the purposes of light infantry drill, though it is a tax on the lungs of Captain Laver, Adjutant Baynes, and their assistants, to have to keep the men in their places. The necessity for an expert to understand this course must be pointed out to the volunteers, and I trust they will promptly become experts in this important part of drill.

training. The following is the field state:—

SYDNEY BATTALION.

Captains	Subalterns	Sergents	Corporals	Bagpipers	Privates.
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1. Company	1	1	1	2	5
2. Ditto	1	1	1	1	4
3. Ditto	1	1	1	1	4
4. Ditto	1	1	1	1	4
5. Ditto	1	1	1	1	4
6. Ditto	1	1	1	1	4
7. Paddington	1	1	2	1	5
8. South Sydney	1	1	2	1	5
Sydney Battalion	5	5	15	5	25
SUBURBAN BATTALION.					
1. Company	1	1	1	1	4
2. Ditto	0	1	1	1	3
3. Ditto	0	1	1	1	3
4. Ditto	0	1	1	1	3
5. Ditto	0	1	1	1	3
6. Ditto	0	1	1	1	3
7. Ditto	0	1	1	1	3
8. Ditto	0	1	1	1	3
9. Ditto	0	1	1	1	3
10. Ditto	0	1	1	1	3
11. Ditto	0	1	1	1	3
12. Ditto	0	1	1	1	3
13. Ditto	0	1	1	1	3
14. Ditto	0	1	1	1	3
15. Ditto	0	1	1	1	3
16. Ditto	0	1	1	1	3
17. Ditto	0	1	1	1	3
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28. Ditto	0	1	1	1	3
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46. Ditto	0	1	1	1	3
47. Ditto	0	1	1	1	3
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53. Ditto	0	1	1	1	3
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56. Ditto	0	1	1	1	3
57. Ditto	0	1	1	1	3
58. Ditto	0	1	1	1	3
59. Ditto	0	1	1	1	3
60. Ditto	0	1	1	1	3
61. Ditto	0	1	1	1	3
62. Ditto	0	1	1	1	3
63. Ditto	0	1	1	1	3
64. Ditto	0	1	1	1	3
65. Ditto	0	1	1	1	3
66. Ditto	0	1	1	1	3
67. Ditto	0	1	1	1	3
68. Ditto					

1st Suburban Battalion	4	4	10	6	3	211
Total number of both battalions, including commissioned and non-commissioned officers, 412.						

CRICKET.

Eleven elect of New South Wales on Saturday played a match with eighteen of all-comers on the Garrison ground at Paddington. They were far from being at home on this ground, and, indeed, with a consideration were not allowed their bat-

this occasion would not have afforded much ground for gratulation. The bowling of Ward, Kinn, and Moore was very good, though the harsh and swift sword scarcely suited that of the last-named player; Courtney, on the other side, was bowling remarkably well. Mr. B. Brown, the leading batsman, for an appointment in the country, had gained some distinction as a wicket-keeper and ball, and appeared in the ranks of our players, and, without doubt, take part in the All England match. He was evidently in a state of efficiency as far as the duties of a batsman were concerned, though he may require some practice with the ball.

made out of the bat, the highest scores being the 5 of G. Curtis, and the six of Kettle. Ward, Park, and Thompson were very summarily disposed of by Muller and Ayward; whilst others who made a little longer stand went out for nil. The total score was forty-six, including nineteen by wicket, byes, and runs.

Among the eighteen, Curran played with the most success, and there are those who think his powers of fighting entitle him to a first-class place, seeing that he is, with a few exceptions, our principal short-

being also taken in a poverty or despised manner, the duly insisted some times choose to term them. Here, T. Lewis, and D'Arcy made about half-a-guen each; the other figures were insignificant, and quitted for nil.

The scores are appended.

THE ELEVEN.			
Ward, A. Aylward	.....	.....	1
P. Bowler, C. Brown, B. Readett	.....	.....	2
G. A. Park, B. Coulter	.....	.....	11
C. Currie, B. Coulter	.....	.....	2
N. Thompson, B. Coulter	.....	.....	2
H. Newcombe, C. Taylor, B. Coulter	.....	.....	1
J. Scott, C. A. Aylward	.....	.....	1

G. Howells, hit wicket	...	...	2
E. Sadler, c. Cleve, b. Shepherd	...	...	2
J. Moore, l. b. w., b. Shepherd	...	...	2
Kinloch, b. Shepherd	...	...	2
(15th) H. Drans, not out	...	...	2
B., 1; 1 b. 2; w. 11; n. b. 5	...	...	10
			66

THE EIGHTEEN.

Cornishlaw, b. Ward	...	...	2
Readett, c. Ward, b. Kinloch	...	...	2
Cleve, c. Moore, b. Kinloch	...	...	2
Coulter, st. Thompson	...	...	2
Ajward, b. Ward	...	...	2
W. H. Wall, b. Kinloch	...	...	2

Harpin, b. Ward	.....	0
Brown, b. Kinloch	.....	0
Currin, b. Kinloch	.....	18
F. Dickson, run out, st. Ward	.....	0
Martyn, b. Kinloch	.....	0
Taylor, st. Thompson	.....	1
E. Bowley, c. Thompson, b. Kinloch	.....	0
Shepherd, c. Thompson, b. Kinloch	.....	7
D'Arcy, b. Moore	.....	0
A. Lewis, b. Kinloch	.....	0
Iredale, b. Kinloch	.....	0
Gannon, not out	.....	0
B., 1; Lb. S.	.....	1

hough terminating in favour of the eleven this fact must leave a pretty strong impression of the desirability for making the best use of the short time available for practice. We are glad to perceive that the committee are urging upon the various clubs to give their co-operation in the practice matches so far as to afford the best competition practicable. There is a kind of play sometimes indulged in as practice, which being devoid of care and proper observation, is mere, and unimproving, amusement: but as a sense of their position must guard our representative players

that anything of that kind, especially at the present period, the next requisite is that they should be shown out to the extent of their capabilities by the various clubs sending their best players to meet them on the field. We trust the clubs will respond to the invitation of the committee, not only with a view to promoting the efficiency of the intercolonial players, but in order to prepare for the All-England match.

ABSTRACT OF SALES BY AUCTION THIS DAY.

W. S. WOOLLIER.—At his Repository, at 11 o'clock, **Horses,**

CARL, FRANK, DOUGLAS, & CO.—At their Rooms, at 11 o'clock.
 HENRY, ANDERSON, & CO.—At their Rooms, at 11 o'clock.
 HUGHES, DOUGLASS, GIGG, DRYDEN, HAINES.
 F. BRADLEY.—At his Rooms, at 11 o'clock. Stock of a Fancy
 Bazaar.
 JESSE, CHAR. MOORE and CO.—At their Rooms, at 11
 o'clock. Boots and shoes.
 J. C. THRELKELD AND CO.—At their Mart, at 11
 o'clock. Tea, Sugars, Groceries, Olivers's Stores, Christmas
 Fruits, Cams, Jellies, &c.; on the Market Wharf, at 1 o'clock.
 Stock of Foreign and Colonial Timber.
 J. G. GREEN.—At the late Residence of Mr. W. Dryden,
 Pitt-street, at 11 o'clock. Household Furniture, Kitchens
 Utensils, &c.
 JESSE, W. DEAN AND CO.—At the Yards, Dixon-street,

at 11 o'clock, Val Shapley on PORTER WHARF, at anti-past 8 o'clock, George H. B. Smith on the wharf.

MISS WALTER SHAPLEY AND CO.—On the Premises of Mr. A. Cross, Russhurst Bay, at 11 o'clock, Household Furniture, Tools of Trade, Work Benches, Leases, Pianos, &c.

MRS RICHARDSON AND WRENCH.—At their home, at 11 o'clock, 54yd Cottage and Grounds, lately occupied by Captain Corrhall, and two small cottages in Eggar-street, O'Connell Town. Waterade S'te, Johnston's Bay, near Crook's Ferry, Balmain Shop and Dwellings, Waller Street and South Head Road, Milson's Point, Rate of £60 per acre with Orchard, Orangery, Vineyard, and Family Residence on the Kissing Point Road, about two miles from the Parramatta Railway Station. One-half House and

Grounds, near the Lightbridge, South Road, half-acre or more in Southwold, Suffolk. At Kismet, Fenoscia Suburban Estate, Morden, Surrey. One-acre Block in the centre of the town of Armadale. Two Half-acre Allotments in Grey-street, Clarence Town.

CHARLES MARTYN. — At the Sale Yards, Camperdown, at 2 o'clock, Hereby.

JOHN McKEIBIN. — At 20, Pitt-street, at 11 o'clock, Household Furniture, Tools, Cedar Boards, &c.; at half-past 11 o'clock, Quartz Crushing Machine; at his Mart, at 12 o'clock, Household Furniture, Piano-forte, &c.; at 1 o'clock, Spring Cart.

ALEXANDER MOORE AND CO. — At their Mart, at 11 o'clock, Household Furniture and Effects; at 12 o'clock, Allocation of Land at Broulee.

MR. MITT AND SULLIVAN.—At Mr. J. Fulmager's Yards, at 12 o'clock, Fat Cattle.
W. TULLAGAR.—At his Yards, Westlon Road, at 12 o'clock, Fat Cattle.
W. TINDALL.—At Mr. John Fulmager's Yards, at 12 o'clock, Fat Bullocks.
J. F. STAFF.—At the Residence of Mrs. Robert, Rose-nards Cottage, O'Connell-street, Parramatta, at 11 o'clock, Household Furniture, Piano-forte, &c.
E. SHERRIE.—At the Commercial Hotel, King-street, at Noon, Land at Miller's Point, St. Leonards and Lane Cove Roads.
FRANK HAZARD.—The Christmas tree fancy bazaar.

which was held during the week in the St. James' schoolroom, Castlereagh-street, for the purpose of raising sufficient funds to pay off a debt of \$500, remaining upon the building used as a Clergyman's daughters' School at Waverley, was brought to a close on Saturday evening last. The bazaar has proved a great success, as the greater part of the money required has been thereby realised.

SYDNEY OBSERVATORY.

Meteorological Returns for the Week ending 18th December, 1861.

Date	Barometer reduced to 32° Fahr.	Thermometer at 5 a.m.	Thermometer at 1 p.m.	Thermometer at 5 p.m.	Wind	State of Sky	Direction of Wind	Force of Wind	Direction of Current	Force of Current
Dec. 12	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
13	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
14	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
15	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
16	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
17	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
18	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
19	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
20	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
21	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
22	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
23	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
24	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
25	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
26	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
27	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
28	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
29	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
30	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0
31	30.0	50.0	60.0	65.0	S.E.	B.	S.E.	1.0	S.E.	1.0

Remarks.—The weather was generally clear and calm, with a light breeze from the south-east. The temperature was moderate, and the wind was light and variable.

Direction of Wind.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Wind.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

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Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

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Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

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Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

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Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Force of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

Direction of Current.—S.E. 1.0, S. 1.0, S.W. 1.0, W. 1.0, N.W. 1.0, N. 1.0, N.E. 1.0, E. 1.0.

DEATH FROM ACCIDENT.—A man named Brown,

who fell from the rigging of the steamer Eagle a few

days since, and was conveyed in an unconscious state

to the infirmary, expired in that establishment on

Saturday morning last, from the effects of injuries

received by the fall. An inquest on his body will be

held this morning.

DEATH OF THE REV. JAMES ADAM.—An inquest

was held on the body of the Rev. James Adam, a Presbyterian

minister, who died on the 6th instant, from dysentery.

About five weeks before his death, he went to his

brother's residence at Brighton, from Castlemaine, for

the benefit of his health, which had been injured by

a dose of mercurial acid, accidentally given to him by

a chemist's boy, in mistake for fluid magnesia, some six

or more months previously. He had the benefit of

abundant attendance, but his health declined

gradually, and he died, as mentioned, on the 6th

instant. The medical evidence showed that the

dysentery arose from natural causes, and the jury

found a verdict accordingly. Dr. Whitcomb was

opinion that the dose of acid was the remote cause

of death.—Argus, December 14.

THE SEASON.—The season correspondent of the

Melbourne Mercury writes:—The last two or three days

have been the most trying we have experienced on

the coast, and the weather has been very much

disturbed by a heavy rain, which has been

accompanied by a strong wind from the westward; there have been one or two

thunder squalls, but unaccompanied with rain of any

consequence. On Friday last we were visited, in the

middle of a very hot day, by a hail storm of short

duration; it lasted about half-an-hour, and was

accompanied with much rain. The hailstones were

large, some measuring four and five inches in

diameter, and of various shapes and thicknesses. They

did not descend with much violence, but fell almost

perpendicularly in the town; some of them were

very handsome shapes. Although lasting so short a

period, the storm caused some damage to the crops,</

